		INFORMATION RE	PORT	CD NO		25
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d. Arnstadt-Neudietendorf line. There are serious defects in the roadbed in sections of this line totaling about 13 km. Ties must be replaced. Some of the work is scheduled to be performed in 1953.

As mentioned previously, it is most urgent that ties and rails be replaced on sections of the following railroad lines:

Probstzella-Sonneberg Ebeleben-Muehlhausen Greussen-Keula Wernshausen-Trusetal Rennsteig-Frauenwald Ilmenau-Grossbreitenbach Buttstaedt-Rastenberg Erfurt Nord-Nottleben Gera-Wuitz-Mumsdorf

Rottenbach-Katzhuette

In some sections, rails are still nailed on ties, many of which are worn out. It must be expected that slow-down sections will have to be established.

f. The status of subsidiary tracks such as sidings, etc. is determorating. The small allocations of rails are needed for repair work on line tracks. Ties and small iron fittings are in such a poor condition that scheduled maintenance work is without effect. It must be expected that several tracks will have to be closed.

g. A total of about 1,400 new workers must be recruited for the execution of track maintenance work required in the Erfurt rail-

road district.2

Comment. The equipment, which is stored at an installation of the regional railroad headquarters, is usually installed as needed. . The equipment is subject to an excessive amount of wear and tear, because the soldiers are apt to use the wooden parts for heating and are apt to steal the portable stoves. However, it appears that the amount of equipment which is to be made available is far in excess of normal replacements. It may therefore be expected that the Soviets will increase their troop movements after February 1953. Railroad lines in the Erfurt district are heavily used by the Soviets. It is unknown, whether similar orders were also given for the other railroad districts. Colonel Belyavski was previously known as chief of the Soviet transportation control headquarters in Erfurt.

Comment. The lines mentioned under a through d are important main lines in this district. A similar report on defects in the lines of this district, dated 5 May 1952, was transmitted previously. 25X1

. The shortage of rails and ties prevents a systematic

replacement of rails as required for safe railroad operations.

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